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1. The following road-building equipment was available to the Government Administration of Highways and Roads #1

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- (a) Motorized graders of US manufacture (trademark "Galion").
- (b) Cable-operated scrapers of US manufacture, both large and small. The largest scraper eventually became inoperative because the cable wore out and the Soviets were unable to replace it with one which was strong enough and at the same time small enough to pass through the sheaves.
- (c) Cable-operated roter -- probably of US manufacture.
- (d) Tractors with cable-operated angle-dozer of both US and USSR manufacture.
- (e) Shovels of USSR manufacture. These were definitely in short supply with not more than one or two available to the entire Administration. They were used only in those locations where bridges were being built. I remember that when they were through with one of them near Pyatigorsk the Soviets attempted to drive it under its own

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power to Melitopol -- a considerable distance. The scheme failed, however, since they forgot that machine was too tall to go under the bridges along the route.

(f) Truck-mounted cranes of USSR manufacture. The cranes were mounted on a SIS 150 (transliteration) trucks. These were used principally for the transport and assembly of completed bridge sections [redacted]

(g) Several types of self-propelled rollers of both US and USSR manufacture. US rollers were trademarked "Galion."

(h) One bituminous distributor of US manufacture.

(i) One bitumen-mixer of USSR manufacture [redacted]

(j) A few multi-bucket loaders of USSR manufacture.

(k) Dump trucks of USSR manufacture -- 1.5 ton GAS [transliteration].

(l) Rotary screens of USSR manufacture.

(m) Rock crushers of both US and USSR manufacture. US crushers were trademarked "Pioneer".

(n) Air compressors of both US and USSR manufacture.

(o) Cement mixers of both US and USSR manufacture.

(p) Pile drivers of USSR manufacture.

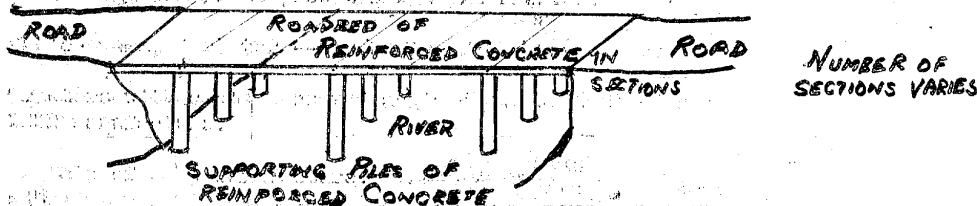
(q) Stone mill of USSR manufacture for making sea sand finer.

(r) Belt conveyors of both US and USSR manufacture.

2. [redacted] two main differences in road construction methods between 1947-48 and 1949. [redacted] in [redacted] 1949

there was considerably more modern equipment, including new Soviet dump trucks, than was available in 1947-48. The other difference was that by the end of 1949 the procedure of making bridges at points remote from their ultimate locations and transporting them in sections, [redacted] was in general use.

3. As far as physical details of the construction are concerned, the base of the road is of crushed rock approximately six inches thick and the surface is about two inches of asphalt. The bridges are made of reinforced concrete and when in place appear about as follows:



4. The only "bottleneck" in the road [redacted] is about eight miles outside Pyatigorsk [two miles north of the Ekoka River on map of Pyatigorsk: N4335-E4233/52x135, Army Map Service, US Army]. Here the road (going southeast) goes down a long incline and a reduction in speed is necessary. Incidentally, about two miles farther south the road crosses the Ekoka River by one of the few bridges which are not like the above sketch. The Soviets attempted to build a bridge here by placing a number of very large concrete culvert sections in the river and running a roadbed across the top. The bridge collapsed under traffic load and was replaced by a stronger one of similar design.

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This new bridge showed definite signs of weakening under load and plans were underway to rebuild it again. One reason there are not more bottlenecks in the road is that in general the road avoids going through towns and villages. When it does, the three lane width is maintained.

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